

§ 182.115

equipment installed on each vessel must be suitable for the vessel and its operation and for the purpose intended. All machinery and equipment must be installed and maintained in such a manner as to afford adequate protection from causing fire, explosion, machinery failure, and personnel injury.

§ 182.115 Applicability to existing vessels.

(a) Except as otherwise required by paragraphs (b), (c) and (d) of this section, an existing vessel must comply with the regulations on machinery, bilge and ballast system equipment, steering apparatus, and piping systems or components that were applicable to the vessel on March 10, 1996 or, as an alternative, the vessel may comply with the regulations in this part.

(b) New installations of machinery, bilge and ballast system equipment, steering equipment, and piping systems or components on an existing vessel, which are completed to the satisfaction of the cognizant Officer in Charge, Marine Inspection (OCMI) on or after March 11, 1996, must comply with the regulations of this part. Replacement of existing equipment installed on the vessel prior to March 11, 1996, need not comply with the regulations in this part.

(c) An existing vessel equipped with machinery powered by gasoline or other fuels having a flash point of 43.3° C (110° F) or lower must comply with the requirements of § 182.410(c) on or before March 11, 1999.

(d) On or before March 11, 1999, an existing vessel must comply with the bilge high level alarm requirements in § 182.530.

§ 182.130 Alternative standards.

A vessel of not more than 19.8 meters (65 feet) in length carrying not more than 12 passengers propelled by gasoline or diesel internal combustion engines, other than a High Speed Craft, may comply with the following American Boat and Yacht Council (ABYC) Projects or 33 CFR subchapter S (Boating Safety), where indicated in this part, in lieu of complying with those requirements:

46 CFR Ch. I (10–1–03 Edition)

(a) H-2—“Ventilation of Boats Using Gasoline”, or 33 CFR 183, subpart K, “Ventilation”;

(b) H-22—“DC Electric Bilge Pumps Operating Under 50 Volts”;

(c) H-24—“Gasoline Fuel Systems”, or 33 CFR 183, subpart J—“Fuel System”;

(d) H-25—“Portable Gasoline Fuel Systems for Flammable Liquids”;

(e) H-32—“Ventilation of Boats Using Diesel Fuel”;

(f) H-33—“Diesel Fuel Systems”;

(g) P-1—“Installation of Exhaust Systems for Propulsion and Auxiliary Engines”; and

(h) P-4—“Marine Inboard Engines”.

Subpart B—Propulsion Machinery

§ 182.200 General.

(a) Propulsion machinery must be suitable in type and design for propulsion requirements of the hull in which it is installed and capable of operating at constant marine load under such requirements without exceeding its designed limitations.

(b) All engines must have at least two means for stopping the engine(s) under any operating conditions. The fuel oil shutoff required at the engine by § 182.455(b)(4) will satisfy one means of stopping the engine.

§ 182.220 Installations.

(a) Except as otherwise provided in this section, propulsion machinery installations must comply with the provisions of this part.

(b) The requirements for machinery and boilers for steam and electrically propelled vessels are contained in applicable regulations in subchapter F (Marine Engineering) and subchapter J (Electrical Engineering) of this chapter.

(c) Propulsion machinery of an unusual type for small passenger vessels must be given separate consideration and is subject to such requirements as determined necessary by the cognizant OCMI. These unusual types of propulsion machinery include:

(1) Gas turbine machinery installations;

(2) Air screws;

(3) Hydraulic jets; and